

The Hongkong Telegraph.

No. 359.

THURSDAY, MARCH 22, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

EXTRACT FROM
"CHAMBERS' JOURNAL"
26TH AUGUST, 1882.

AN Exhibit at the Exhibition of "Means and Appliances for the protection of Human Life" which appeared to have the merit of novelty as well as efficiency, was that consisting of LIFE SAVING GARMENTS. Most Dresses of this kind are of a cumbersome and unsightly description, such Garments in fact as no one would from choice carry about with him. But here we saw GREAT COATS, LADIES' JACKETS, &c., cut in the latest Fashion too, so skillfully furnished in the Linings with little Cylinders of Cork, that their presence was quite undetected until pointed out.

People in the Habit of Yachting or who are engaged in an occupation which brings them into daily chance of falling into the water would do well to make further enquiries relative to this useful adaptation of the life-belt principle.

The Manufacturers are Messrs. WESTWORTH & Co., of 12, Museum Street, London, W.C.

SOLE AGENTS IN HONGKONG,
LANE, CRAWFORD & Co.,
who have a large assortment of these LIFE
SAVING GARMENTS FOR SALE.
LANE, CRAWFORD & Co.
Hongkong, 17th March, 1883. [296]

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL TAELS 600,000, EQUAL \$83,333.33.
RESERVE FUND.....\$70,552.17.

BOARD OF DIRECTORS.

LEE SING, Esq.,.....LEE YAT LAU, Esq.,
LO YEK MOON, Esq.,.....CHU CHIK NUNG, Esq.,

MANAGER.—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL AND
ACCUMULATIONS, 8th
May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman,
J. H. PINCKVOSS, Esq., W. MEYERINCK, Esq.,
A. M. INVERARITY, Esq., G. H. WHILLER, Esq.,

HEAD OFFICE.—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.
LONDON BRANCH.
Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
Underwriting BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 23rd January, 1883. [83]

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [437]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

Intimations.

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the
CONSERVATOIRE DE BERGAMO, and late of
the ROYAL ITALIAN OPERA COMPANY, has
the honor to inform the community that he has
arranged to remain in Hongkong, and will give
lessons in Music, Singing and the Piano-forte.

CHARGES STRICTLY MODERATE.
Address—Messrs. KELLY & WALSH,
Queen's Road,
Hongkong, 1st March, 1883. [168]

INTIMATION.

SIGNOR GIUSEPPE PENATI, certified
Professor of Music of the REGGIO CON-
SERVATORIO DI MILANO, and Resident in
Hongkong for over 7 years, gives lessons in
Music, Piano, Harmony and Singing.

Signor PENATI is open for engagements as
Pianist at Private Dancing Parties.

CHARGES STRICTLY MODERATE.
Address—No. 1, EEL STREET,
Hongkong, 7th March, 1883. [185]

Notices of Firms.

NOTICE.

WE have authorised Mr. FRIEDRICH
HEINRICH HOHNKE to sign our
Firm from this date.
F. BLACKHEAD & Co.,
Hongkong, 12th March, 1883. [201]

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr.
HENRY LISTON DALRYMPLE and
Mr. JOHN GORDON TALBOT HASSELL in
Our Firm has ceased and it is Closed in Hong-
kong from This Date, Mr. DALRYMPLE being
Authorised to Sign "In Liquidation in
Hongkong."

BIRLEY & Co.,
1st March, 1883.

MR. KENNETH DOUGLAS ADAMS and
Mr. JAMES LYON PLAYFAIR SAN-
DERSON are This Day admitted PARTNERS
in Our Firms at Canton and Foochow.

BIRLEY & Co.,
1st March, 1883.

MR. HENRY LISTON DALRYMPLE
Acts as Correspondent of Messrs. BIRLEY
& Co. here, and has commenced Business under
the style of
BIRLEY, DALRYMPLE & Co.
Hongkong, 1st March, 1883. [169]

To be Let.

TO LET.

NO. 4, OLD BAILEY STREET,
No. 6, QUEEN'S ROAD CENTRAL,
late occupied by PACIFIC MAIL STEAMSHIP
COMPANY.

No. 25A, PRAYA CENTRAL.
Apply to
DAVID SASSOON, SONS & Co.,
Hongkong, 10th February, 1883. [7]

TO LET.

A TWO STOREY HOUSE (6 Rooms)
in Mosque Junction. The above has Gas
and Water laid on; and immediate possession
can be had.

For Particulars apply to
D. NOWROJEE,
Hongkong Hotel.
Hongkong, 27th November, 1882. [18]

TO LET.

THE UPPER FLOOR of No. 8, QUEEN'S
ROAD CENTRAL, suitable for DWELLING
or OFFICES.—Rent \$55.

Also,
OFFICE ON QUEEN'S ROAD.
Apply to
J. G. SMITH & Co.,
Hongkong, 17th March, 1883. [217]

For Sale.

KELLY & WALSH

THE HONGKONG
NAUTICAL POCKET BOOK.

CONTAINING
CANTON TIDE TABLES,
PEAK AND INTERNATIONAL CODE
SIGNALS.

LIST OF LIGHTS, BUOYS AND BEACONS ON THE
COAST OF CHINA, ETC., ETC.
FOR
1883.

FIRST YEAR OF PUBLICATION.

CONTENTS.

CALENDAR.

TITLE.

CONTENTS.

EXPLANATION OF SIGNALS.

PREFACE.

HIGH WATER TIME TABLE AT PORTS
ON THE COAST OF CHINA.

TIDAL CONSTANTS.

NOTE-ON THE TIDE TABLE.

PEAK SIGNALS.

INTERNATIONAL CODE SIGNALS.

PENDANTS AND INTERNATIONAL
PENDANTS.

MAIL AND HOUSE FLAGS.

TIDE TABLES.

LIST OF THE CHINESE LIGHT HOUSES,
LIGHT VESSELS, BUOYS, AND
BEACONS.

WAGES TABLE IN DOLLARS OR TAELS.

HONGKONG FIRE SIGNALS.

FRENCH METRICAL SYSTEM OF
MEASURES.

DISTANCE TABLES FROM HONGKONG
TO SHANGHAI.

DISTANCES HONGKONG TO JAPAN.

DISTANCES HONGKONG TO LIVERPOOL
VIA JAPAN.

DISTANCES HONGKONG TO SHANGHAI
VIA COAST PORTS.

DISTANCES HONGKONG TO THE
PRINCIPAL PORTS TRADING WITH
THE COLONY.

ECLIPSES 1883.

LONGITUDE IN TIME OF VARIOUS
PROMINENT POINTS.

DIFFERENCE OF TIME BETWEEN
HONGKONG AND VARIOUS PORTS.

CORRECTION FOR LONGITUDE OF
MOON'S MERIDIAN PASSAGE.

CHINESE WEIGHTS AND MEASURES
LEGALIZED IN HONGKONG.

WEIGHTS AND MEASURES OF TEA,
SILK, COAL, OIL, COTTON, WOOD, &c.

DIMENSIONS OF HONGKONG DOCKS.

ROUTES BETWEEN HONGKONG AND
AUSTRALIA.

TRANSIT MARKS AND BEARINGS.

HINTS FOR THE TYPHOON SEASON.

OBSERVATIONS ON LOCAL TIDES.

DIVISION OF THE HARBOUR INTO
SECTIONS.

CALL FLAGS AND SIGNALS.

KELLY & WALSH—HONGKONG.
Hongkong, 17th March, 1883. [155]

Intimations.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO. ARE SHOWING.

WITH A VIEW TO REDUCING OUR STOCK TO MAKE ROOM FOR NEW GOODS
WE ARE OFFERING FOR ONE WEEK ONLY.

FANCY CHECKED DRESS MATERIALS.....@ 15c. PER YARD USUAL PRICE 25c.
INVISIBLE CHECKED Do.....@ 15c. do. do. 25c.
POMPADOUR DELAINES Do.....@ 20c. do. do. 65c.
ROUGH & READY SERGES Do.....@ 20c. do. do. 30c.
CHECKED MOHAIRS Do.....@ 30c. do. do. 45c.
TERRA COTTA & OTHER STRIPED SATINETTES.....@ 50c. do. do. 75c.
FANCY VELVETEENS.....@ 35c. do. do. 50c.

ALSO
LADIES SHOES.....@ \$1.25 PER PAIR do. \$2.50.
LADIES SHOES.....@ \$1.50 do. do. \$2.50.
LADIES SHOES.....@ \$1.75 do. do. \$2.50.

N.B.—JUST OPENED A CASE OF ATKINSON'S SCENTS.

A LIBERAL DISCOUNT FOR CASH.
SAYLE & CO.
VICTORIA EXCHANGE, HONGKONG. [659]

Hongkong, 6th February, 1883.

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

SELLING OFF CHEAP.

NO SUCH OPPORTUNITY EVER OFFERED BEFORE.

FOR ONE MONTH ONLY from This Date, all the BOOKS in this "STORE" including
those which may arrive during the month, will be disposed of at Published Prices, Charging
Extra—only—the actual expenses incurred, such as freight, insurance, &c., at current rate of
exchange.

To avoid confusion, all the BOOKS selected shall not be delivered but forwarded together
with a Memo of cost which if not approved, the BOOKS may be returned.

Also,
"KAISAR-I-HIND" CIGARETTES are now offered at 80 Cents per 100, in Handsome
Crystallized Tin Boxes, for the above period only.

TERMS, CASH ONLY.
S. MEYERS,
MANAGER.
Hongkong, 13th March, 1883. [58]

W. BREWER.

HAS JUST RECEIVED THE FOLLOWING
NEW AND IMPORTANT BOOKS.

Seeborn's Siberia in Asia.
Ledges' The Sun and its Planets.
Prof. Seeley's Natural Religion.
Froude's Short Studies, 4th vol.
Wilson's Chapters on Evolution.
Crane's Art and Taste.
Ruff's Guide to the Turf.
Famous Racing Men.
Mongedien's Wealth Creation.
Williams' Science in Short Chapters.
Turner's Studies in Russian Literature.
Hudson's Scamper through America.

History of the year 1882.
English Political History by Acland and
Ransome.
Bergin's Engineers' Guide.
Calyer's Pumps and Pumping Machinery.
Half Hours with the Stars.
Tuckerman's English Prose and Fiction.
Bills of Exchange Act, 1882.
Macdonald's Lectures on Banking.
Gilbert's Banking.
New Music!
New Fancy Goods!

JUVENILE BOOKS IN GREAT VARIETY.
PHOTOGRAPH ALBUMS FOR CABINETS ONLY.
W. BREWER,
QUEEN'S ROAD.
Hongkong, 12th March, 1883. [703]

For Sale.

G. FALCONER & CO.

WATCH AND CHRONOMETER
MANUFACTURERS
AND
JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL. [434]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND
CLOCK-MAKERS,
JEWELLERS, SILVER-SMITHS, AND
OPTICIANS.

CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.

for Louis Audemars' Watches; awarded the
highest Prize at every Exhibition; and
for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES, MARINE
GLASSES, AND SPECTACLES.

No. 38, QUEEN'S ROAD CENTRAL. [447]

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT.

HONGKONG HOTEL BUILDINGS.

HAS FOR SALE.

A FINE ASSORTMENT OF WHITE AND RED
BURGUNDIES
AT MODERATE PRICES.

A Capital AMONTILLADO SHERRY.
Assorted LIQUEURS of the best quality.
BON BONS, FRENCH PRESERVES,
FRESH BUTTER and CHEESE by Every
French Mail, PERFUMERY, &c., &c.

Hongkong, 2nd October, 1882. [6]

WILLIAM SCHMIDT & CO.

GUNMAKERS & AMMUNITION
DEALERS.

BEACONFIELD ARCADE.

Arms, Ammunitions, and Requisites of
every description.

Arms Repaired, Cleaned, or Converted at
moderate charges.

Sporting Guns and Ammunition always
on hand.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER
ALWAYS ON HAND.

L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881. [159]

Intimations.

F. D. GUEDES.

WINE MERCHANT AND GENERAL
COMMISSION AGENT.

No. 5, D'AGUILAR STREET.

HAS always on hand a large assortment of
CHOICE WINES of the best quality, at
Moderate Prices.

Hongkong, 2nd October, 1882. [663]

GUEDES & CO.

PRINTERS, STATIONERS, AND
BOOKBINDERS.

D'AGUILAR STREET.

EVERY KIND OF WORK EXECUTED WITH
ACCURACY, NEATNESS, AND DESPATCH
ON
VERY MODERATE TERMS.

SELECTED MATERIALS FOR
MARKET REPORTS.

Book-binding and Ruling in every style executed
at low rates. Workmanship Guaranteed.

Hongkong, 23rd August, 1882. [4]

STAG HOTEL.

QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION FOR
VISITORS.

ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock, Dinner at 7 o'clock.

This HOTEL is centrally situated and
within easy distance of the principal landing
places.

J. COOK, Proprietor.

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON
AERATED WATERS.

7, BEACONFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the
late Mr. E. CHARTERIS,
SODA WATER FACTORY,
is now prepared to execute the largest orders
for every description of Aerated Waters with
promptness and despatch.

SUPERIOR QUALITY.
A-S-G. G. A. R. A. N. T. E. R. D.
Consumers are invited to try these carefully
Manufactured

SPARKLING WATERS.
THREE DOZEN FOR ONE DOLLAR.
All Orders and Communications should be ad-
dressed to The Factory.

BEACONFIELD ARCADE.
Hongkong, 11th April, 1882. [255]

Intimations.

NOTICE.

ALL ACCOUNTS against the Steamships
"ESMERALDA" and "DIAMANTE" must be
presented to the Undersigned on or before the 26th
instant or they will not be recognised.

RUSSELL & Co.,
Hongkong, 21st March, 1883. [222]

THE Undersigned begs to respectfully inform
the Public of Hongkong that on and after
the 1st of April Next, SINGING "CHITS"
for ATTENDANCE in his Establishment will
be ABOLISHED.

Residents desirous of becoming MONTHLY
SUBSCRIBERS can register their Names on
any Date at a MODERATE CHARGE.

J. P. MARMANDE,
Hair Dressing Saloon,
HONGKONG HOTEL.
Hongkong, 21st March, 1883. [221]

THE CHINESE INSURANCE COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWELFTH
ORDINARY MEETING of the above Company will
be held at the Head Office, Victoria, Hongkong,
on TUESDAY, the 27th March, 1883, at THREE
O'CLOCK, for the purpose of receiving the Report
of the Directors together with a Statement of
Accounts to 31st December, 1882.

The TRANSFER BOOKS will be CLOSED
from the 20th to 27th instant, both days inclusive.

By Order of the Board,
D. MCLAURIN,
Acting Secretary.
Hongkong, 13th March, 1883. [204]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are
requested to send in a Statement of Busi-
ness Contributed during the half year ended
December 31st, 1882, on or before March 31st,
on which date the accounts will be closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, 7th March, 1883. [188]

NOTICE.

WITH reference to the Advertisement (No.
464) Signed "Mrs. H. E. FALCONER" in
the "DAILY PRESS" of the 5th instant, we are
instructed by Mr. MATTHEW FALCONER,
of the FIRM of Messrs. GEO. B. FALCONER
& Co., to state that Mrs. H. E. FALCONER has
NOT PURCHASED THE INTEREST of the
Widow of the late MATTHEW FALCONER in
the said FIRM, and that Mrs. H. E. FALCONER
has NO INTEREST whatever in the FIRM of
GEO. B. FALCONER & Co., Watchmakers and
Jewellers, Hongkong.

BRERETON, WOTTON, & DEACON,
35, Queen's Road,
Hongkong.
6th March, 1883. [181]

WANTED.

A SITUATION as CLERK, BOOK-
KEEPER, or GENERAL ASSISTANT,
by a young man who has had ten years experience
in China and Japan. Speaks French, English,
German, Italian and Japanese. Moderate Sal-
ary required. First-class references.

Apply to
B. C. A.,
care of Hongkong Telegraph Office.
Hongkong, 13th February, 1883. [139]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.
PINTS.....\$23 per Case.

Apply to
MELCHERS & Co.,
Hongkong, 2nd March, 1883. [8]

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND

Intimations.

IMPORTANT INTIMATION.

NOW READY.



(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST.
A DIRECTORY FOR CHINA, JAPAN, AND THE
PHILIPPINES, FOR THE YEAR 1883.

PRICE TWO DOLLARS.

The above work published at the Office of this Paper, contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Vladivostok, Formosa, the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between RUSSIA AND CHINA, BRAZIL AND CHINA, AND

THE KOREAN TREATY; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, have supplied the necessary matter to ensure correctness, upon forms sent for that purpose. The Naval and Military portion has been taken from the latest published official lists and revised at Headquarters; in fact no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1883 contains a complete

INDEX TO THE ORDINANCES OF HONGKONG;
A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.
A LADIES DIRECTORY FOR HONGKONG, AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

A SPECIAL FEATURE
IN THIS PUBLICATION IS A
CHAPTER ON SPORT,
dealing with almost every branch of sport including, RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

THE WINNERS OF ALL IMPORTANT RACES at HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *vade mecum* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1883 is Printed on a superior quality of Paper with a NEW FOUNT OF TYPE, especially ordered for the work, from THE PATENT TYPE FOUNDRY COMPANY, Red Lion Square, Holborn, London, and bound in a fashion unsurpassed by any work of the kind ever published in the FAR EAST.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at This Office for

TWO DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the Price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It will have an extensive circulation in all Ports between Singapore and Newchwang, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to

"THE HONGKONG TELEGRAPH" OFFICE, HONGKONG.

Hongkong, 22nd January, 1883.

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRYMEN,
PERFUMERS,

IMPORTERS AND EXPORTERS
OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS

AERATED WATERS.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW. [3]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will be obliged to call at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 22, 1883.

THE new Government regulations affecting our local opium traffic appear likely to cause a vast deal of trouble to our police magistrates, and to the authorities generally. We have very grave doubts as to the wisdom of recent legislation and the action of Mr. MARSH and his advisers in regard to the startling innovation lately introduced into the Colony, and shall probably see our way at no distant date to deal practically with measures which, to say the least, have ruthlessly exploded the generally accepted notion that Hongkong is in any sense a free port. In the meantime we shall simply confine ourselves to a branch of the subject which has already, to our way of thinking, proved a public scandal.

The newspapers for the past two or three weeks have almost daily contained reports of cases tried at the police court under the new Opium Ordinance. A remarkable feature in most of these cases, has been the prominent part played by professional informers. The system of employing informers in the way it is done in this colony is simply a disgrace to an enlightened administration. As a rule these men are the most unscrupulous scoundrels to be found in the lowest dregs of Hongkong rascaldom, the scum of the colony, the refuse of the most notorious hot-bed of crime and corruption in the whole of the Chinese empire. The employment of informers by the government has been marked with disapproval by the Secretary of State, and it has invoked adverse criticisms from all who have given the matter the slightest amount of consideration. A portion of the fine inflicted on some poor unfortunate—who in many cases is entirely innocent of the charge brought against him—is generously awarded to the informer. Who can doubt that a Chinese of the character of these parasites would swear away a man's liberty, nay, his life even, without the slightest compunction for the sake of a few dollars?

Our judges, magistrates, lawyers, police officers, and, in fact, all who have had anything to do with that particular class of Chinese, are perfectly well aware that evidence given against a person whose conviction means a reward to the informer is utterly unreliable and worthless. Taken as it stands in Hongkong, the employment of paid informers is grossly immoral and degrading in the highest degree. No

person of principle would attempt to defend its necessity. In such a paltry business as this new opium pettifoggery; no government with any claims to self respect would sanction its official recognition.

A Chinese informer, although one of the meanest, most contemptible and most unscrupulous scoundrels in existence, has, nevertheless, in a British Colony, where the laws are supposed to be justly administered, an undoubted right to the same justice as other men. Mr. CHAN PIU, an informer in the employ of the Hongkong Government, who appeared in his official capacity as witness in a case tried before one of the magistrates at the Police Court yesterday, has good grounds for saying that he received neither law nor justice. We are not certain which of the magistrates it was who introduced quite a new feature in the application of our local statutes; the *China Mail* says it was Mr. H. E. WOODHOUSE, whilst the reliable morning paper gives the credit to Captain THOMSETT; however, that is at present of comparatively little importance. The facts of the case are very simple. Fung Hing Un, described as a trader, of Jervois Street, was charged with being in possession of prepared opium without a certificate on the 13th instant. A police constable gave evidence that he entered the house No. 63 Jervois Street, where he found a number of articles used in the preparation of opium, and also a quantity of raw and prepared opium. Defendant was pointed out to him as the master by an informer who accompanied him. Mr. CHAN PIU stated that he had purchased prepared opium from a man in the house, who received his instructions from the defendant. Evidence was given for the defence that the opium utensils found in the house were used only for testing purposes, and the Magistrate ultimately dismissed the case. And now comes the strange part of the business. Besides discharging the defendant the dispenser of law and justice ordered the informer who gave evidence, to pay the defendant \$25 as compensation or to be fined \$25, with the alternative of three months' hard labour. On what grounds the informer was dealt with in this fashion we confess we are unable to fathom. The Magistrate might just as well have fined the Capt. Supt. of Police \$25, or sent him to gaol for three months in default. We do not wish to comment further on what appears to be a most extraordinary mode of administering law and justice. It is clearly the duty of the Administrator to order the immediate release of Mr. CHAN PIU. If the Government employs these scoundrels, it is bound to protect them. We should really like to know under what Ordinance this informer was sentenced to pay Mr. Fung Hing Un \$25 as compensation, or in default to be imprisoned with hard labor for three months. Have the police authorities no responsibility in the matter?

TELEGRAMS.

LONDON, March 21st.

EGYPTIAN AFFAIRS.

A despatch from Lord Dufferin deprecates the withdrawal from Egypt of the Army of Occupation.

ENGLAND AND MADAGASCAR.

The Under-Secretary for Foreign Affairs, in reply to a question, said that England cannot go beyond endeavours to promote peace between France and Madagascar.

LOCAL AND GENERAL.

TO-MORROW being Good Friday, there will be no issue of the Hongkong Telegraph.

A REGULAR Lodge of Victoria, No. 1026, will be held in Freemasons' Hall, Zeland Street, this evening, at 8.30 for 9 o'clock precisely.

We are informed by the Acting General Manager of the E. E. A. and China Telegraph Co., Limited, that His Excellency, Sir George Bowen left Penang at 4 o'clock this afternoon.

We (Shanghai Temperance Union) have much pleasure in recording a gallant action on the part of Mr. T. S. Adams, the third engineer of the China Merchants' Steam Navigation Company's steamer *Kiang-tung*, which was lying at the China Merchants' lower Buoy last week. Mr. Adams was going off in a sampan to his vessel last Saturday night at about half-past nine o'clock. The steamer *Fuyoo* was getting up steam previous to leaving for Hongkong. Among her passengers was a native of the Emerald Isle, and he went down to the steamer at the hour above stated and got on one of the pinnacles, and walked off into the water. Mr. Adams who was at this time some distance from the wharf, heard the splash in the water and told his sampan-man to yuh back as fast as he could, but a strong ebb tide was running, and it took some time to reach the spot where the man had fallen in, and he had sunk. Mr. Adams, without hesitation, jumped into the water and dived after the Irishman, and succeeded in getting hold of him. The man immediately clasped his arms round him, endangering the lives of himself and his rescuer. Mr. Adams dived with the man again, which made him let go his hold, whereupon Mr. Adams got behind him and pushed him till some one came and pulled him out of the water. The rescued man was profuse in his thanks, and said that if ever he got safe home again he would never come back to China. He then went on board the *Fuyoo* and was taken to Hongkong.

We are informed by the Agent of the P. M. S. S. Co. that the steamship *City of Tokio* has arrived at Yokohama from San Francisco, and will sail for this port on Saturday next, the 24th instant.

Says the Foochow Herald of the 15th inst.—By the departure of Mr. A. W. Maitland, who proceeds to Bombay, the Foochow community lose an old resident whose proverbial affability won their general esteem. The port is thus also deprived of an enthusiastic "Sport," who contributed largely to our enjoyment on the turf and whose services, we opine, will be fully appreciated at the port to which he is transferred. Mr. Maitland will always secure friends who, however, cannot be more sincere in their wishes for his prosperity than those he leaves in Foochow. Yesterday morning a large number of the community visited the bund to bid Mr. Maitland *bon voyage*, and several friends accompanied him as far as Pagoda Anchorage.

MARIA O'TOOLE of Macao, a married woman, was up before Mr. Woodhouse this morning charged with assaulting Chan Asz, a servant. Defendant had lost from her house a knife and fork and on inquiring at the complainant if she had seen the missing articles the servant grew insolent and began to pull Mrs. O'Toole by the arm, leading the way to the Police Station, at the same time abusing her most disgracefully. The amah finding she was unable to drag Mrs. O'Toole along in comfort, took up her wooden clog and slung it at that lady's face. Defendant in riding herself of the irate amah, gave her a vigorous push when she fell on some firewood and scratched her head. The complainant stated that the scratch on her head was a cut from a knife, thrust at her by Mrs. O'Toole, and showed a very slight scratch on her elegant figure-head. The little fracas between the angelic ladies was settled by his Worship dismissing the case.

WONG ASAU, remanded from Monday last, was up again this morning before Mr. Woodhouse on a charge of being in possession of house-breaking implements during the still-hours of the night, and being without a pass or light. The case was remanded twice to enable the industrious stroller to call certain shopkeepers who, he said, had on previous occasions employed him as a carpenter, that being his regular occupation. The witnesses called denied the statement of the prisoner, and declared they had never engaged his services in any way, although they knew the prisoner as a countryman of theirs. Wong Asau has a previous conviction for larceny recorded against him, and as Mr. Woodhouse did not see the necessity of his carrying a chisel and a lock-picking hook while on his way to boil congee for his sick mother, the "carpenter" was sent to the "Reformatory" for six months, with hard labour thrown in to keep him out of mischief.

HO AYAU, a coolie, living at No. 28 Ship Street, Wanchai, was this morning brought before Captain Thomsett charged with selling small quantities of prepared opium without a permit from the opium farmer, William Baker, P.C. No. 10, got wind of this unlawful boiling and selling and with the informer entered defendant's house where a tael of the drug and a smoking divan were found. Lo Achian, a ricksha coolie, and informer to the Police, stated that on Monday last he had been served by defendant with a portion of the mixture to the amount of ten cents. Ho Ayau denied having sold any opium to the ricksha coolie but it was no use, as Captain Thomsett fined him \$25 with the option of doing one month's imprisonment with hard labor. The informer was to get \$5 if the fine were paid, but as Ho Ayau preferred sojourning in Hayward's Hotel for the aforementioned period, it would appear that Mr. Lo Achian would have been more profitably employed had he stuck to trundling along his "two-wheeler."

WILLIAM DOOMAN, a native of Holland and a beachcomber, had the questionable pleasure of making the acquaintance of Mr. H. E. Woodhouse, at the Police Court this morning. Mr. Dooman it seems is one of the persons referred to in our leading article the other day, who for some time past have been ousting the proprietries in the vicinity of the Italian Convent, Caine Road, and his introduction to the police magistrate was brought about in the following manner. Mr. David Dirrell, known amongst his intimates as "The Professor," is an overseer of works in the department, so ably managed by "the honourable the Surveyor-General." Yesterday morning Mr. Dirrell, when superintending certain repairs to the road near the Italian Convent, observed Mr. Dooman indecently exposing himself, and chasing a lot of children, one of whom was a girl of some 12 years of age. The children evidently did not appreciate the Dutchman's plesantry and ran away. Mr. Dooman then turned down Elgin Street where he met a Portuguese girl, to whom he behaved in a manner which common decency forbids us to detail. This girl was evidently not an admirer of the nude, as she also ran away, an example which was quickly followed by Mr. Dooman when he saw the gigantic form of "The Professor" bearing down on him like a ship in full sail. A few hours afterwards, Mr. Dirrell came across the amorous beachcomber in the classic groves of Tai Pingshan, and did the colony good service by immediately handing him over to the safe keeping of a police constable. A night's free board and lodging at government expense and then an interview with Mr. Woodhouse. Mr. Dooman, when asked by his worship if he had any explanation to give of his unseemly behaviour, said he "was only scratching his leg through his breeches." He owned to the soft impeachment of being a loafer. For the space of six calendar months Mr. Dooman will have the privilege of scratching his leg through a pair of canvas trousers marked "Victoria Jail," in peace and quietness. A bit of "hot drill" will prevent him from wearing, and healthy crank exercise should keep up his muscles and keep down his bestial inclinations. It is rather a pity, a sound flogging, was not added to the sentence, as it might well have been, considering that the outrage on the Portuguese girl brought Mr. Dooman within the range of the lash.

It is stated that the Czar of Russia is a good husband and father, and enjoys nothing so much as a game of battledore and shuttlecock with his children when both they and he have performed their daily duties.

TO-DAY being the anniversary of the birth of the Emperor of Germany, the men-of-war of various nationalities in the harbour "dressed ship" in honour of the occasion. Wilhelm I., was born on March 22nd, 1797, so he has attained the ripe age of 86 years. Although it was reported some few months ago that the veteran Emperor was in feeble health, latest home intelligence is of a more cheering nature. It is only a few weeks since the gallant old warrior was able to personally review the troops, remaining on horseback throughout an arduous day's labors. There will no doubt be "high jinks," at the Club Germania this evening, as our Teutonic friends never miss an opportunity of displaying their patriotism, their love for the Kaiser and the Fatherland.

GUSTAVE DORÉ was a large-hearted man, and one with many friends, none of whom he loved better than the two companions who shared his studio—a pair of owls, which he had trained to a remarkable degree of cleverness. "Jupiter" and "Mercury," as they were called, were the wisest owls on record. It is related of this great artist that once while on a tour in Switzerland he lost his passport. Arriving at Lucerne, he asked to be allowed to speak to the Mayor, to whom he gave his name. "You say that are M. Gustave Doré," replied the Mayor, "and I believe you; but," he added, producing a pencil and a piece of paper, "you can easily prove it." Doré looked round and saw some peasants selling potatoes in the street. With a few clever touches he reproduced the homely scene; and, appending his name to the sketch, presented it to the Mayor. "Your passport is perfectly *en règle*," remarked the official, "but you must allow me to keep it as a souvenir, and to offer you in return one in the ordinary form."

THE Daily Press of this morning in reporting a case brought before the magistrate yesterday, states that "complaints have lately been rife about a man or men behaving in a disgusting manner to females in the streets of this colony, especially to girls attending the Italian Convent in Caine Road." It is very strange if these complaints have lately been so rife in the colony, that our morning contemporary has never thought it worth while to direct the attention of the authorities to such a serious breach of good order. The Daily Press, as a matter of fact, never heard a single word about the matter, until it was ventilated in our columns two days ago. To have neglected dealing with such a disgraceful scandal would have been betraying the public, so we charitably conclude that our morning milk and water publication is only ignorant—not criminal. The next time the Daily Press goes in for a course of deliberate deception, we trust the oracle will endeavour to lie a little more like truth than in the present instance.

In answer to the address of welcome handed to Bishop Burdon on his return to the colony last Friday, which we published in our columns on the 20th inst, his lordship has forwarded the following letter to Mr. Jennings, the Colonial Chaplain:—

St. Paul's Church, Hongkong.
March 21st, 1883.
My dear Mr. Jennings—The kind and hearty address of welcome which you presented to me on my return to the colony last Friday, signed by yourself and others, members of the Church of England, and I say, has been a source of real gratification to me and will serve as an encouragement in renewing my work here. To tell you how much I am indebted to you for the trouble and anxiety which you have taken on my behalf, and for the kind words which you have spoken in my behalf, is to tell you how much I am indebted to you for the trouble and anxiety which you have taken on my behalf, and for the kind words which you have spoken in my behalf. I am glad to hear that the suggestion of a united church organization for the colony is a great idea, and that some attempts should be made to supply it. The form that the effort should take will require much thought and wisdom and care, but I am happy to receive from yourself and others interested in such an effort any suggestions that may occur to you previous to requesting a meeting for conference on the subject.

I feel very thankful for the measure of success that has attended our Public School, but I need hardly say that much yet remains to be done. This is a matter that concerns the whole community, and not merely the Church of England section of it. Religiously, the school has been placed on a broad basis as to the co-operation of all. Financially, it ought to be in a position to become a thoroughly efficient institution which would naturally attract to itself all the European children of the colony. A united effort, I am confident, will secure this in the course of a few years.

Thank you for your kind allusion to former undertakings of mine at the Education and the expression of your wish that they may be to some extent renewed. I shall be most happy to co-operate with such a desire upon the colony, so that my part in the duties in connection with the development of Chinese Education in Hongkong and the Diocese generally will permit me to do so. I am, dear Mr. Jennings, yours very truly, Wm. Jennings, Colonial Chaplain, Hongkong.

MR. WM. A. TRAILL, in a letter to the *Pail Mall Gazette* in reference to the Giant's Causeway and Portrush Electric Tramway, says:—"As the engineer and constructor of this tramway, you will allow me to amend a few particulars in your recent article, as the concluding sentence is rather sceptical as to our prospects of financial success; even granting that the working of our tramway by electricity be successfully carried out. In all such companies the prospect of dividends largely depend upon the first capital cost, or total cost per mile, but instead of, as is stated in the article referred to, raising 245,000 to construct six miles of tramway, or at the rate of 40,833 per mile, we are now able to ascertain—and can show in full assurance, as our tramway is now complete—that our total prime cost will be less than only half this sum, or about 120,000 for six and a half miles of tramway, and inclusive also of the cost of buildings, rolling stock, electric plant, engines, law, Parliamentary, and engineering expenses. The language estimate of the promoters—to the fact of our having no previous experience in electricity—is stronger now than ever, and the successful working, hitherto of our electric tramway, amply justifies a continuance of our sanguine estimate. With regard to the working, I need only mention that our electric cables are able to ascend a long continuous hill of about 1,000 feet in length, and with a gradient of 1 in 12, carrying a second car behind it, and working as readily, and as well at a distance of two miles from the generator as adjacent to it. Although the tramway crosses the corner of Ireland, we are not here disturbed by the troubles which distract our unfortunate country elsewhere, nor are we devoid of enterprise in offering the additional attraction of visitors to the Giant's Causeway, of being carried there on an electric tramway."

The Foochow Herald learns from the Pagoda Anchorage, that during the storm on the 3rd instant, two boats, both laden with passengers, were capsized through the violence of the wind. Twenty four unfortunate natives were drowned, and only a few of the bodies have been recovered.

As Earl of Wemyss and March, Lord Elcho succeeds to an immense fortune. From his Scotch estates alone he will derive an income of 50,000 per annum. These estates comprise 61,947 acres. In the eastern division of Gloucestershire, which the present Lord Wemyss represented in Parliament from 1841 to 1846, the family owns another extensive property.

It is said that the Martini-Henry rifle has not proved an unqualified success. The breech action did not satisfactorily stand the rough usage to which it was necessarily subjected during the Egyptian campaign; and many of the weapons having been rendered virtually unserviceable, preliminary courts of inquiry have been held, the definitive action which the higher military authorities may take depending upon the reports which are presented on the subject.

We hear from Foochow, that training for the forthcoming races is going on steadily, although the hardness of the course has proved rather a drawback. Strathpeffer, Wild Wail, Helios, Strathaird, Hickory, Incubus, First Flight and Tallman arrived safely by the *Douglas*, and will at once be put into healthy work. The Stewards of the Race Club have already issued the following programme for the "Off-Day," Wednesday April 11th:—

THE NIL DESPERANDUM STAKES.—Of \$5 each, with \$50 added. For all beaten Subscription Grifins. Three Ponies to start from opposing stables or no race. Weights as per scale. Three Quarters of a Mile.

THE MAPOOS RACE.—For all Ponies entered at this meeting. Catch Weights over 9 stone. First Prize \$15; Second \$10; Third \$5; Post Entries. Three Quarters of a Mile.

THE FOURIER STAKES.—Of \$5 each, with \$50 added. A Hurdle Race. For all China Ponies. Weights 11 stone. Twice round, over 4 Hurdles.

PEOPLE WE MEET.

ENGINEERS.

What boy is there who does not gaze in admiration on the wonderful mechanism of a locomotive? It has often been said that if one half of the youths followed out their first ideas the world would contain more engine drivers than it would know what to do with. We can recollect, many years ago, the wild delight which accompanied a ride on the engine, and the envy of the driver and determination to become an engineer; but alas! we cannot always follow the impulses of our youth, and the old "driver" still manages to delay time without our promised assistance.

We shall never forget the feeling of awe we experienced when, for the first time, we beheld that gigantic work of engineering, the machinery of the steamship "Great Eastern," the ponderous cylinders, columns, rods, and shafting; the shifting brasses and handrails, and the long dark stoke-hole with its rows of black furnaces opposite each other. The dead silence was broken only by a drip of water from some part of the engine, but when shortly afterwards the gigantic machinery like a thing of life was roused into action, with the roaring furnaces in full play and everything suggestive of energy and power, the quiet looking man at whose word life and motion seemed to spring into existence, from silence and inactivity, was at once our admiration and envy. We have frequently travelled since then and always try and make friends with the engineers, though we must confess some of them are occasionally indifferent with regard to the "Queen's English." And as for the about sitting down to meals with dirty hands; still they can talk of their engine with great affection, what "she" can do and the trouble "she" is at times, as though "she" were some fractious child, but if you take away their engine they are dumb.

In later years as steamers came more generally into use the demand for engineers increased to such an extent that the supply was not equal to it; consequently, very high wages were offered. But it was found that incompetent men were often put in charge of machinery, and after some time the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of the old hands who had been many years as "certificates" of service were granted to those who had been engineers prior to the passing of the Merchant Shipping Act of 1875, and as many of these men were uneducated, they received the "equivalent" of a certificate. These men were not "mechanics" by trade but had been promoted from the stoke-hole to a better educated class of men, though, unfortunately, the great crew amongst engineers, namely, drink, still existed. There are probably many excuses for this habit, but none sufficient to palliate such a crying evil of class warfare. Large steamship companies have, therefore, endeavored to promote men in their service to superior appointments, and this has had a great check upon them at some points, especially in the case of the "Great Eastern," where the Government decided that no one should be appointed unless he passed an examination; but, as this would have been very hard upon some of

Post Office.

100